

INFORMATION REPORT

CD NO.

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COUNTRY East Germany

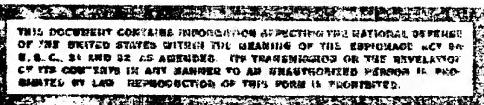
DATE DISTR. 18 August 1953

SUBJECT Personnel at SAG Amo Schwermaschinenbau
Karl Liebknecht, Magdeburg

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THIS IS UNEVALUATED INFORMATION

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1. The following are the leading personnel of the Main Administration of SAG Amo Schwermaschinenbau Karl Liebknecht (formerly Buckau-Wolf) and its subsections:

Russian Management

General Director: Yudin, Michael I. - wears a General's uniform at times but also appears in the plant in civilian attire. Estimated age 46 to 57; about 170 centimeters tall; heavy, squat figure; always wears a hat or cap. Speaks broken German. Yudin occupies a villa of his own. His office is located in the main building on the second floor, and entry is gained through the first door to the left of the stairs.

Deputy Director: Bucharew (fmu) - never appears in uniform. Estimated age about 35 years; about 165 centimeters tall; robust, thick-set figure; light hair, believed to be either blond or possibly gray. His office is located on the same floor as Yudin's and is reached through the third door to the left of the stairs.

German Management

German Director: Struentzsch (fmu)

Deputy Director: Venz (fmu)

Director of the Salbke Plant: Forst (fmu)

Chief Engineer of the Salbke Plant: Rost (fmu) - assigned this post by the SID.

Chiefs of the Sub-divisions in the plant

Motor lathe section (Motorenendreherei Abteilung) # 1: unknown as this position was recently vacated

Motor lathe section # 2: Boehme (fmu)

Motor lathe section # 3: Schmalfuss (fmu)

Boiler Making and "Zuckerbau" Department: Fritzsche (fmu)

Marine Machine Construction Department: Hoffmann (fmu)

Filter Construction Department: Hoffmann (fmu) (not identical with the head of the Marine Machine Construction

See chart

CLASSIFICATION **SECRET**

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Motor Assembly: Schmalfuss (fmu) who is also the head of the Motor lathe section.
 Repair Shop: Geissler (fmu)
 Electrical Workshop: Hartmann (fmu)
 Foundry: Uebbrig (fmu)
 Forge: Klinzel (fmu)
 Motor Repair Shop: Neumann (fmu)

2. The Technical Control Section (Technische Kontrolle) is directly responsible to the Russian management. It is responsible for the final testing of all finished products and their components, from the smallest equipment up to and including complete motors. It checks to make sure that specifications on dimensions, quality and performance are met, prior to turning the equipment over to the Russian acceptance engineers. Personnel of the Technische Kontrolle known to source were the following:

Overall German Chief, Technical Control Section, with jurisdiction over both the Buchau and Salbke plants: Engineer Bohne (fmu)
 Chief, Technical Section (Until 20 March when he fled to the West): Pfaff (fmu)
 Chief, Commercial Section: Gregor Przechatsky

3. The German acceptance engineer who performed the inspections for the Soviet Acceptance Commission in SAC AMO was one Gallmueller (fmu). His Soviet counterparts were the two Russian acceptance engineers, who had offices in the Karl Liebknecht plant itself, Mateyev (fmu) and Matushek (?) (fmu). Matushek is about 165 centimeters tall; in his late 40's; dark blond hair, worn parted; wears civilian clothes; was a "Master" machinist or lathe operator. Matushek was German but belonged to the Russian Management staff. He spoke fluent Russian and German and served as the interpreter for the Russians. Mateyev is about 160 to 162 centimeters tall; about 45 years old; dark hair combed back without a part; civilian; presumed to be an engineer; spoke broken German. Both Mateyev and Matushek had offices on the second floor of the Motor Assembly Building. Gallmueller is about 170 centimeters tall; about 59 years old; robust build; blond hair, worn with part; married. Presumed to be SED member.
4. Commissions of Soviet officials appeared at the plant almost weekly, and in June or July of 1952 a commission from Moscow visited the plant. Approximately 85 percent of the production of the Karl Liebknecht plant is delivered as reparations. The total production of Diesel motors, marine motors and machines, and steam boilers is shipped exclusively to the USSR, either on reparations or straight export orders. Eighty-five percent of all electric motors are shipped to the Soviet Union, while the balance of 15 percent is allocated to export orders.

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Comment: Reported as Siegfried Strindhoff.

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